

The China Mail.

Established February, 1845.

VOL. XLIV. No. 7781.

一月八十八年八百八十一號

HONGKONG, WEDNESDAY, AUGUST 1, 1888.

日四月六六年子

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. Atalab, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. HATESH & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street. W. M. WILLIS, 101, Cannon Street, E.C.

PARIS AND EUROPE.—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEATTY & BLACK, New York.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

OCEANIA.—W. M. SMITH & CO., The Victoria Building, Co. Colombo.

SINGAPORE, STRAITS, &c.—SAVILE & CO., Square, Singapore. C. HEINSKE & CO., Manila.

CHINA.—MACAO, F. A. de CRUZ, S. S. L. Ong, CHINAH & CO., Amoy, N. MOALLEH, Foochow, HENSON & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on weekdays, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$3,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COUNCIL OF DIRECTORS.
Chairman—Hon. JOHN BELL LEVING.
Deputy Chairman—W. H. FORBES, Esq.
O. D. BORTONLEY, S. C. MICHAELSEN,
Esq.
W. G. BROWN, Esq.
J. S. MOSES, Esq.
H. L. DALMULDER, L. POERSCHER, Esq.
Esq.
B. LATTON, Esq.
Hon. A. P. McLEWEN.

CHIEF MANAGER,
Hongkong.—THOMAS JACKSON, Esq.
MANAGER,
Shanghai.—EWEN CAMERON, Esq.
LONDON BUREAUS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 2 per cent. per annum.

6 " 4 per cent. "
12 " 5 per cent. "

Local Bills DISCOUNTED.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Intimations.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN at the Kowloon Wharves will have Free Storage for 14 days from arrival, after which a Rent of 3 Cents per bale per month will be charged.

ISAAC HUGHES,
Secretary.

Hongkong, November 7, 1887. 2148

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the "China Review," contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 91—at Messrs. LANE, CRAWFORD & CO., and Messrs. KELLY & WALSH, Limited, Hongkong; also, Mr. N. MOALEH, Amoy.

Hongkong, March 3, 1888. 963

Intimations.

ZETLAND LODGE.
No. 523.

A Regular MEETING of the above LODGE will be held in FREEMASON'S HALL, Zetland Street, THIS EVENING, the 1st August, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially invited.

Hongkong, August 1, 1888. 1245

NOTICE.

FOR the Convenience of Customers, the Productions of the "CHINA SUGAR REFINERY COMPANY, LIMITED," can henceforth be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on application forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & CO., General Agents.

Hongkong, July 27, 1888. 1128

Banks.

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For the
HONGKONG & SHANGHAI BANKING
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T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,

(Formerly ATTACHED APPRENTICE AND LATENT ASSISTANT TO DR. ROGERS.)

HAROLD DOWSON,
Agent,
Hongkong.

Hongkong, August 24, 1887. 1016

DENTISTRY.

GOOD WORKMANSHIP.

Moderate Fees.

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Hongkong, September 1, 1888. 754

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T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Business Notices.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED NEW CONSIGNMENTS OF

PIANOS

from Europe, and are offering them at VERY MODERATE PRICES.

PIANOS from BROADWELL & SONN, COLLARD & COLLARD, BECHSTEIN, CHAPPELL & CO., and HAAKE.

NEW MUSIC is received regularly.

THEY HAVE ALWAYS ON HAND A FULL STOCK OF

STORES

from Cross & Blackwell, and other Best Suppliers; these are received monthly

and are always guaranteed fresh.

New Season's ISIGNY BUTTER just arrived. L. C. & Co. world also draw attention to their STOCKS of CROCKERY and GLASSWARE, IRONMONGERY and HOUSE FITTINGS, KEROSENE LAMPS in large variety, NONPARAFFIN OIL 150° test, KITCHEN UTENSILS, STOVES and RANGES.

Gentlemen's Outfitting.—HATS, BOOTS, TENNIS SHOES, UMBRELLAS, RAIN COATS, &c. &c.

BEDSTEADS, COTS, PERAMBULATORS, CURTAINS, CARPETS, and TAPESTRIES.

SHIPCHANDLERY STORES of every description.

Special Agents for INTERNATIONAL ANTIQUE DULING COMPOSITION.

WINES AND SPIRITS.

CHAMPAGNE.—AVALE & CO.

SHERRIES.—SAUCONNE's, and other BRANDS.

CLARETS in variety: Breakfast to After-Dinner.

PORTS of various BRANDS.

BRANDY.—EXHAWK'S, HENNESSY'S, COUBONIER'S, and 1842.

WHISKY.—CARLTON 11 years old, NATURE JOHNSTONE's well-known and justly

celebrated BRAND in square bottles, TEACHER'S HIGHLAND CREAM, DUNVILLE'S IRISH,

STONEWALL'S BRAND OF AMERICA.

GIN.—OLD FOX and GENEVA, RUM, LIQUEURS, and BITTERS.

ALE & STOUT.—BUHL DRA. BRAND.

AMERICAN & GERMAN BEERS.

WHITEHEAD'S DRAUGHT STOUT & BASS DRAUGHT ALE

And, a Large Assortment of FANCY GOODS.

Hongkong, July 20, 1888. 1214

NOTIFICATION.

CUSTOM HOUSE, Kowloon, 30th July, 1888.

NOTICE is hereby given that FRIDAY NEXT, the 3rd August (6th Moon and 20th day), being the BIRTHDAY OF HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the KOWLOON CUSTOMS and STATIONS. All examination of Cargo and clearing of Junks will be entirely suspended on that date.

F. A. MORGAN,
1267 Commissioner of Customs.

Intimations.

IMPAIRED VISION.



Are clear, cool, & preserving to the S.

MR. LAWRENCE is now in HONGKONG and may be CONSULTED at the HONGKONG HOTEL (Room No. 20), daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES Vs. BLINDNESS.

VISION is justly described as the most important of our senses, and its loss is regarded as one of the greatest afflictions to which mankind is subject.

It is, therefore, of paramount importance that we should carefully use our sight whilst perfect, and that when, unfortunately, the help of Spectacles is felt to be necessary, the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Scobell Wells, testified that he had no hesitation in stating that the haphazard plan of selecting Spectacles—employed by some Opticians—was frequently attended by serious consequences; that eyes were often permanently injured, which might, by skilful adaptation of glasses, have been preserved for years.

S. R. Groom, Esq., P.R.C.S., Barrister-at-Law, Singapore, writes:

I have used Glasses for twenty years, and have no hesitation in saying that those supplied me by you are the best I have ever worn. I wear them with much satisfaction and comfort, and find the frames are especially convenient.

To MESSRS. LAWRENCE & MAYO, Hotel D'Europe, Singapore.

LAWRENCE & MAYO, OPTICALISTS & OPTICIANS, to the Principal Ophthalmic Surgeons in England and India) Offices: Old Bond Street, LONDON. 3 & 4, Haie Street, CALCUTTA. 22, Rangoon, BURMA. 22, Rompart St., BOMBAY. HONGKONG, July 23, 1888. 1232

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

IT has been brought to the Notice of the Government that BATHING PARTIES FREQUENT STONE CUTTERS' ISLAND without being duly authorized to do so; and as this is an offence within the meaning of subsection 3 of section 6 of Ordinance 12 of 1866, persons who do not possess permits from the COLONIAL SECRETARY for landing upon the Island are requested to obtain them without delay.

By Command,
FREDERICK STEWART,
Colonial Secretary.COLONIAL SECRETARY'S OFFICE,
HONGKONG, 31st July, 1888. 1235

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 6th Instant.

For the Chartered Mercantile Bank of India, London and China,
JOHN THORBURN,
Manager, Hongkong.For the Chartered Bank of India, Australia and China,
T. H. WHITEHEAD,
Manager, Hongkong.For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.For the Comptoir d'Escompte de Paris,
CHANTREY INCHBALD,
Agent, Hongkong.For the New Oriental Bank Corporation, Limited,
E. W. RUTTER,
Manager, Hongkong.
Hongkong, August 1, 1888. 1233

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING OF SHAREHOLDERS will be held in the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 27th Instant, at 3 p.m., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 30th June, 1888.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 27th Instant, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, August 1, 1888. 1234

STEAMSHIP OXUS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex S.S. *Manche*, and from Antwerp, ex Steamship *Romantique*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasures and Valuables—are being landed at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 3 p.m. To-mor (Wednesday), the 1st Instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Thursday, the 9th Instant, at Noon, will be subject to rent, and landing charges at one cent per parcel per day.

All Claims must be sent in to me on or before Saturday, the 11th Inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 1, 1888. 1278

To-day's Advertisements.

THEATRE ROYAL
TO-MORROW EVENING,
the 2nd August, 1888.

THE AMERICAN MUSICAL COMEDY & OPERA COMPANY.

Directors { Mr. PENDLETON W. WILLARD,
John F. SHIRLEY.

Will appear as above in

THE FAMOUS MUSICAL COMEDY IN THREE ACTS, entitled—

'FUN ON THE BRISTOL.'

CAST OF CHARACTERS.

WIDOW (Her world ro—) Mrs. J. F. O'BRIEN (nowward origin—) Mrs. ERIDAN

Dora McAllister..... Miss Vera Price.

Nora O'Brien..... Maude Hale.

Bella Thompson..... G. Whiteford.

Count Menaggio..... Mr. H. M. Amico,

Capt. Cranberry..... A. Sutich.

Thomas Cranberry..... Charles Fisher.

Richard Sparks..... Whiffen Crimp.

Jerry Thompson..... H. Homan.

John Lovett..... Holmes.

Pinterton Hawkesaw..... J. Manning.

Act I.—HOME of Widow O'Brien.

Act II.—SALOON of Sir "Bistrol".

Act III.—NIGHT on the OCEAN.

In Act II, a condensed version of "Il Trovatore" will be introduced.

Conductor—Mr. J. A. ROBERTSON.

SATURDAY,
4th August, 1888.

LES CLOCHE DE CORNEVILLE'

Prices \$2, and \$1.

Plan at Messrs. KELLY & WALSH, Ltd.

All communications to PEMBERTON W.

WILLARD, Hongkong Hotel.

Hongkong, August 1, 1888. 1279

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at PORT DARWIN, and taking through cargo to QUEENSLAND PORTS, NEW ZEALAND, TASMANIA, &c.)

The Steamship *Tannadice*, Captain SHANNON, will be despatched for the above Ports on THURSDAY, the 9th Inst., at Daylight.

For Freight or Passage, apply to

JASDINE, MATHEWSON & Co., Agents.

Hongkong, August 1, 1888. 1283

NOT Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt co-tracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

ARON, Norwegian barque, Captain Christensen—Captain.

G. H. WARFORD, British barque, Captain Cumming—Butterfield & Swire.

NYA GRAT, British ship, Captain W. B. Butler—Order.

SHIPPING

ARRIVALS

August 1, 1888—

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW ZEALAND PORTS.

The Co.'s Steamship *Whampoa*, Fawcett, Commander, will be despatched as above on SATURDAY, the 11th Instant, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, which is situated amidships on the upper Deck.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, August 1, 1888. 1276

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Peshauser*.

will leave for the above place about 24 hours after her arrival with the outward English Mails.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 1, 1888. 1233

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Malwa*.

will leave for the above places on TUESDAY, 14th Inst., at Daylight.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, August 1, 1888. 1281

SHARE LIST.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *MIRZAPORE*, Captain R. HARVEY, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 11th August, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Contract of Lading.

All Claims must be sent in to me on or before SATURDAY, the 11th Inst., or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, August 1, 1888. 1278

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Oxus*, Commander GUILHARD, will be despatched for the above Ports TO-MORROW (THURSDAY), the 2nd Inst., at 10 a.m.

G. DE CHAMPEAUX, Agent.

Hongkong, August 1, 1888. 1261

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENSIN, VIA SWATOW.

The Co.'s Steamship *Kwangsing*, Captain SELLIER, will be despatched as above on FRIDAY, the 3rd Inst., at Noon.

G. DE CHAMPEAUX, Agent.

Hongkong, August 1, 1888. 1275

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE, BATAVIA, SAMARANG AND SOURA BAYA.

The Co.'s Steamship *Borneo*, Captain WILKENS, will be despatched as above on FRIDAY, the 3rd Inst., at Noon.

G. DE CHAMPEAUX, Agent.

Hongkong, August 1, 1888. 1283

SHIPPING REPORTS.

The British steamer *Tannadice* reports:

Left Sydney, July 2nd p.m.; called at Moreton Bay, Kepel Bay, Townsville and Cooktown.

Arrived at Thursday Island at noon, on the 11th; left again at 6 p.m., same day, for Port Darwin, which place was reached on the 14th, discharging 800 tons general cargo and supplying H.M.S. *Myrmidon* with coal. Left Port Darwin 1 p.m., on the 21st, for Hongkong; passed Banks Island, 2 p.m., on the 23rd; passed through Bassin Chauvin at Ausk, on the 26th; passed the Cape Calvete, on the 28th, made the Land, noon, 31st; passed Tanakan 3.40 p.m. Arrived at buoy 6 m., on the 31st July. From Sydney had fresh S.E. winds and dirty rainy weather, with high sea as far as Cape Moreton; from there fine weather, and S.E. winds to Port Darwin; from Port Darwin light Basterly, freshening to moderate S.E. wind from Westerly; from Moreton a variable wind, showery, mostly rainy; from Bassin a variable wind, moderate at first, increasing to strong breeze, dirty cloudy weather half way across the China Sea; remainder of passage light to moderate, fine weather. The following vessels were spoken:—July 24th, steamer *Guthrie*, bound San Francisco, 11.30 a.m.; July 25th, thirty miles South of Bassan spoke American ship *Sea Witch*, 10.30 a.m.; July 26th, steamer *Albatross*, bound South of Boston, from Cobai, for New York, and wished to be reported; all well. July 27th, steamer *Albatross*, bound San Francisco, 10.30 a.m.; July 28th, 12.30 p.m.; July 29th, 1.30 p.m.; July 30th, 1.30 p.m.; July 31st, 1.30 p.m.; Aug. 1st, 1.30 p.m.; Aug. 2nd, 1.30 p.m.; Aug. 3rd, 1.30 p.m.; Aug. 4th, 1.30 p.m.; Aug. 5th, 1.30 p.m.; Aug. 6th, 1.30 p.m.; Aug. 7th, 1.30 p.m.; Aug. 8th, 1.30 p.m.; Aug. 9th, 1.30 p.m.; Aug. 10th, 1.30 p.m.; Aug. 11th, 1.30 p.m.; Aug. 12th, 1.30 p.m.; Aug. 13th, 1.30 p.m.; Aug. 14th, 1.30 p.m.; Aug. 15th, 1.30 p.m.; Aug. 16th, 1.30 p.m.; Aug. 17th, 1.30 p.m.; Aug. 18th, 1.30 p.m.; Aug. 19th, 1.30 p.m.; Aug. 20th, 1.30 p.m.; Aug. 21st, 1.30 p.m.; Aug. 22nd, 1.30 p.m.; Aug. 23rd, 1.30 p.m.; Aug. 24th, 1.30 p.m.; Aug. 25th, 1.30 p.m.; Aug. 26th, 1.30 p.m.; Aug. 27th, 1.30 p.m.; Aug. 28th, 1.30 p.m.; Aug. 29th, 1.30 p.m.; Aug. 30th, 1.30 p.m.; Aug.

THE CHINA MAIL.

The Victorian Government have decided that the colour shall be represented at the forthcoming Paris Exhibition.

The Hippo News, of 24th inst., says:—The opinion that all danger from a typhoon had passed away on Sunday evening was not justified by the result, for the barometer commenced falling again about ten o'clock yesterday morning, and in a short time the wind was blowing from the north-eastward even more fiercely than on the preceding day. Most of the steamers got steam up and made ready for emergencies, and some of them shifted into more secure berths. It blew hard from the same quarter until about four o'clock, when the wind suddenly shifted to the southward, and came up very strong accompanied with rain. The barometer, the lowest reading of which was 29.15, now commenced to rise rapidly, and in a short time the wind gradually hauled to the westward, eventually dying away altogether. During the gale the British steamer *Phemius* dragged down to the American bark *Spartan*, and both vessels were in collision for some time, with the result that the bark lost her rudder and forecastle, and was considerably damaged in the hull. As the vessel was rendered ready for sea, the damage was repaired during the night, and the bark got under way again, having been 14 knots. Captain Duthie, the commander of the vessel, is certain that he passed, or about the Chinese coast, which left Singapore two days ahead of the *Glenloge*. The latter passed the Ningchow on 28th June, 800 miles from Suez, on 11th July, ahead of the Blue Funnel. The *Glenloge*, from the time of leaving Singapore to the 3rd June, made a run of 3,200 miles in 15 days, 15 hours, and 50 minutes.—*Strait Times*.

Dr Walter C. Smith has had an interview with President Cleveland at the White House. He says:—“The President received us most kindly, and we gave him full information of that time which is the most prominent of all things to men in his position. At first his appearance is not prepossessing. He is of a heavy make, and his features do not relieve his bulky form, being like the rest of him, large and common-like. I should fancy, too, that his mind moves slowly as his body would, which distinguishes him from other American statesmen. At least, such of them as I have met are brisk and nimble, and also volatile. Mr Cleveland seems to me a man who will only say, speak when he has something to say, and will also take time to think before he acts; but, having made up his mind, I should expect him to stick to it. Whatever he be, he is not a weak man, and he never does a strong will to stand where he does. Of course, our conversation was largely about America, what had brought us to it, and what we had seen of it. He strongly recommended us to go west, at least as far as St. Paul's and Minneapolis. There, he said, I could see the intensity and energy of life here far better than in any eastern State; but he thought they were going just a little too fast. Mr Cleveland has not lost his homely humour, and yet there was a touch of fun in the shrewdness of his words when he told me that though there is only the breath of the river between them, St. Paul's vexes Minneapolis, and Minneapolis envies St. Paul's. When the minister of the latter town chose to present to Minneapolis from one of St. Paul's Epistles, his hearers rose from their pews indignant at the idea of St. Paul's sending letters to them; and on the other hand, when Minneapolis built a house for its “Exhibition” in sixty days, St. Paul's was going just a little too fast. I expressed my regret that my time would not allow me to visit either of those western cities, but that if I ever was there I would be careful to avoid St. Paul's Epistles. Altogether our visit to the White House was very agreeable, very informal, and probably quite as edifying as a presentation at the *Empress*’s birthday. The *Emperor* joins with great spirit. He pays great attention to refreshments and the ladies, and particularly ‘mâché’ an elderly female called the *Princesse de Gramppacour*, (Miss Eva Leamington). The little love-story of *Emmie* and her papa’s secretary *Bryen Maret* (Mr. Chas. Fisher), is hardly sufficient to constitute a separate interest, although it affords opportunities for some rather pretty singing.

Altogether the piece as presented last night was tame and wearisome, and although the last act was considerably abbreviated nobody regretted it. Of the singing, we need only say that the solos were all well rendered, but the choruses were somewhat unsteady. Miss Mandie Hare, who had the best of the solos, did ample justice to them. Miss Flo Morrison and Messrs Fisher and Iancano had but few opportunities for displaying their excellent vocal powers, though of these few they made good use. Mr. F. J. Sheridan was quite at home in his part, and afforded, as usual, much amusement. He begged with his customary facility, and one way or another succeeded fairly well in keeping up the laughter while he was on the stage. Miss Gracie Whiteford as *J. W.* and Miss Vera Patay as *Nina*, were also more or less amusing, and their singing was very well received; but the other characters seemed all depressed with their parts, with the exception of Miss Leamington who was as lively as any elderly princess could be expected to be. Mr. Sutcliff was hardly a success as a polished sounder, and it was inconceivable that he should be able to impose on anybody in the way he was supposed to have imposed on the Marquis. Mr. Iancano in the latter character was profoundly solemn, and Mr. Fisher as the private secretary, was, if anything, more so. Mr. Cripps was fairly good as the *Cherub*, and Miss Nellie Arline as a young office girl gave a very satisfactory account of her part. Mr. Sheridan will have another long innings on Thursday, when he will appear as *Widow O'Brien* in “Fun on the Bristol,” a part in which he is without a rival.

SALVAGE ACTION: THE “ULYSSES.”—In the Probate, Divorce and Admiralty Division, on the 26th June, before the Right Hon. the President and Trinity Brethren—this case, which is an action for salvage services recently delivered by Mr. Sutherland at the half-yearly meeting of the P. & O. Company; but there is another scarcely less interesting from the evidence it affords of the influence competition has of late years had on the company’s policy. Everyone is aware of the enormous expansion which has taken place within the last three years in the trade in raw cotton and cotton piece goods between Bombay and China; but it is certain this could not have happened had the conditions of transport between India and the East remained the same as they were in 1885. Up to the spring of that year the carriage of Bombay goods eastward was in the hands of the P. & O. Company and the A. H. Lloyd’s Company, and while their rates were extremely high, their service was singularly defective. To quote the Bombay Chamber of Commerce:—“During periods of active business the tonnage placed on the line was quite inadequate to conveying the quantity of cargo offered, and goods were frequently shut out of several steamers running, entailing serious loss and expense to shippers, while special facilities were given to certain firms conferring important advantages over the general body of the trade.” The exporters addressed the agent of the P. & O., protesting against that state of matters and asking a reduction in freight; but their request was not granted, and the result was that a contract was entered into with the Florio-Rubattino at a reduction of R7 ton. The effect of this on the export trade of Bombay and on the profits of the P. & O. pointed out in an article in April of last year, and it is satisfactory to learn that the facts there mentioned have had their due effect on the Company’s policy. The Bombay trade with the East, said Mr. Sutherland, is a trade which must necessarily be carried on, as we find ourselves in the same position as the French.

NEWS BY THE FRENCH MAIL.
The M. C. steamer *Oxus*, arrived to-day with the French mail of 30th June. We take the following telegrams from our Ceylon exchanges:

THROES ORDERED TO NATAL.
London, July 14.—Orders have been given by the War Office for the Rifle Brigade now stationed at Cairo to proceed immediately to Natal in consequence of the disturbances in Zululand. The Scottish Borders are under orders to proceed to Cais to relieve the Rifle Brigade.

GENERAL BOULANGER RESIGNS ONE SEAT AND SEEKS ANOTHER.
Paris, July 14.—Prior to the duel between General Boulanger and M. Flouret, General Boulanger issued an address to the Electors of the Department of Ardèche, offering himself as candidate for the election which takes place on the 22nd instant [at which later telegram show he received a signal defeat]. The General has duly resigned his seat for Nord.

FRANCE NATIONAL FÊTE DAY.
Paris, July 14, Morning.—The National Fête Day passed off without any disturbances here. At a banquet given to the officers and crew of the *Falcons*; Mr. Kennedy, Q.C., and Mr. Pickford for the Ocean Steamship Company; Mr. Myburgh, Q.C., and Dr. Reakes for the owners of a quantity of quicksilver, who were the only owners of cargo represented.

The President now gave judgment in respect of the claim of the officers and crew of the *Falcon*, to whom he awarded £1,000.

With regard to the claim of the Ocean Steamship Company, the learned Judge referred the matter to the Registrar to ascertain which of the charges alleged to have been incurred in salvaging and realising the cargo were properly chargeable against the owners of the ship, the P. & O. certainly blundered in this particular instance. Who remained an error, however, deserves to be forgiven; and with the new class of cargo boats for the construction of which tenders have been invited, the P. & O. will doubtless assume that position in the transport trade between India and China which their representation, their resources, and their established services would lead us to expect.

THE AMERICAN MUSICAL COMEDY AND OPERA COMPANY.

Compared with the performance of “The Bohemian Girl” at the Theatre Royal on Saturday evening that of “Ermine” yesterday evening was “as moonlight unto sunshine, as water unto wine.” That there was rather a thin house was largely owing, no doubt, to the threatening aspect which the weather assumed between eight and nine o'clock. We suspect, however, that it was also due in some measure to a want of interest in the opera. That the performance failed to evoke anything like the enthusiastic approbation with which “Marmont” and “The Bohemian Girl” were received is hardly to be wondered at. Apart altogether from the difference in the quality of the works themselves, “Ermine” is not so well adapted to bring out the best resources of this Company as the other operas mentioned. Like many more of the recently-produced comic operas, “Ermine” owes a great deal of its success to the fitness of specially-organised companies, and it was not to be expected that Messrs Willard and Sheridan’s Company, considering the necessarily limited opportunities they have had for rehearsal, should make much of a hit with it. From a musical point of view the opera is rather weak. It contains a few pretty airs and a tuneful throughout, but there is nothing strikingly original in it, and it certainly becomes monotonous and uninteresting. There is a good deal of amateur dialogue, with puns and witicism so obvious that even a Scotchman would notice them; but, though a heavy make, and his features do not relieve his bulky form, being like the rest of him, large and common-like. I should fancy, too, that his mind moves slowly as his body would, which distinguishes him from other American statesmen. At least, such of them as I have met are brisk and nimble, and also volatile. Mr. Cleveland seems to me a man who will only say, speak when he has something to say, and will also take time to think before he acts; but, having made up his mind, I should expect him to stick to it. Whatever he be, he is not a weak man, and he never does a strong will to stand where he does. Of course, our conversation was largely about America, what had brought us to it, and what we had seen of it. He strongly recommended us to go west, at least as far as St. Paul’s and Minneapolis. There, he said, I could see the intensity and energy of life here far better than in any eastern State; but he thought they were going just a little too fast. Mr. Cleveland has not lost his homely humour, and yet there was a touch of fun in the shrewdness of his words when he told me that though there is only the breath of the river between them, St. Paul’s vexes Minneapolis, and Minneapolis envies St. Paul’s. When the minister of the latter town chose to present to Minneapolis from one of St. Paul’s Epistles, his hearers rose from their pews indignant at the idea of St. Paul’s sending letters to them; and on the other hand, when Minneapolis built a house for its “Exhibition” in sixty days, St. Paul’s was going just a little too fast. I expressed my regret that my time would not allow me to visit either of those western cities, but that if I ever was there I would be careful to avoid St. Paul’s Epistles. Altogether our visit to the White House was very agreeable, very informal, and probably quite as edifying as a presentation at the *Empress*’s birthday. The *Emperor* joins with great spirit. He pays great attention to refreshments and the ladies, and particularly ‘mâché’ an elderly female called the *Princesse de Gramppacour*, (Miss Eva Leamington). The little love-story of *Emmie* and her papa’s secretary *Bryen Maret* (Mr. Chas. Fisher), is hardly sufficient to constitute a separate interest, although it affords opportunities for some rather pretty singing.

(From the *Egyptian Gazette*.)

THE SUPPORTED FOUNDERING OF AN EMIGRANT SHIP AND ALL HANDS.

The Cape mail steamer *Drummond Castle*, arriving at Plymouth on the 23rd June with the news of the foundering of a large emigrant ship off Cape Agulhas, the *Cape Agulhas*, noticed that the vessel was in distress, stood by her for some time, but she went down suddenly with all hands, and amid most fearful shrieks from the drowning people. The name of the vessel is unknown. The following official report as to the circumstances is furnished by Captain Winchester, commander of the Royal mail steamer *Drummond Castle*:—“June 3. During a fresh gale from W.N.W., when L.A.U. lighted bore E. by N., thirteen miles, at 9.40 P.M., we observed signs of distress to westward. We bore down to the distressed ship, going as close to her as practicable. At midnight we passed close by, when we found her to be a large vessel, with foremast and stern of mizzen mast only standing, and with it would be strained, if some commercial matters did not prevent themselves for consideration whenever negotiations between Great Britain and China are to the fore. The vague language of the Chinese Convention in regard to Chungking will have to be revised, and the semi-patent question of tranship dues is certain to come up for renewed discussion.

There has, perhaps, been hardly time, yet,

for definite reports from our Consular offices

as to the working of the opium agreement,

which had been concluded in experimental as well

as a specific character. As regards to the latter, the Emperor by sea and land by the forces collected here, as well as by the civil pop-

ulation of this chief naval station of Germany.

THE GREAT FIRE AT KIMBERLEY: 264 MEN KILLED.

London, July 14.—The official investigation shows that 230 natives and 24 whites perished through the fire at the entrance of the De Beer’s mine.

THE TIMES’ CHANGES AGAINST MR. PARNELL.

London, July 15.—In the House of Commons to-morrow Mr. W. H. Smith will move leave to introduce a bill appointing a special Commission to inquire into the charges made against Mr. Parnell by *The Times*. The bill will empower the Commissioners to compel the attendance of witnesses who will be examined under oath concerning all the facts connected with the charges.

MINES OF INDIA IN CHINIAN COTTONLAND.

London, July 15.—The rising took place at 10.15 p.m. on the 30th June. The insurgents have done much better than in any previous voyage, the average speed from Foochow to the Cape, 2000 miles from Suez, on the 28th June, 800 miles from Suez, on the 11th July, ahead of the Blue Funnel.

The *Glenloge*, from the time of leaving Singapore to the 3rd June, made a run of 3,200 miles in 15 days, 15 hours, and 50 minutes.—*Strait Times*.

THE NAVAL MANOEUVRES.

London, July 17, morning.—The fleet has left Spithead and Portland with sealed orders.

ENCLOSURE LETTER FROM THE ROPE ON IRELAND.

London, June 26.—An Enclosed Letter from the Pope was read in the Dublin churches during mass yesterday. In it His Holiness strongly reaffirms the decision of the Congregation of the Holy Office in regard to the Plan of Campaign and boycotting, and cautions the agitation against the Rescript.

LOCAL GOVERNMENT FOR LONDON.

London, July 14.—All the clauses in Mr. Balfour’s Bill dealing with Local Government in London have passed the Committee of the House of Commons.

EXTENSION OF SERVICE IN THE RUSSIAN ARMY.

St. Petersburg, July 13.—An Imperial ukase has been promulgated extending the period of service in the Russian Army to eighteen years instead of fifteen according to the old regulations, five of them to be spent in active service and nine years in the Reserve.

THE KIMBERLEY DISASTER: 442 PERSONS SAVED.

Cape Town, July 13.—Owing to the energetic measures which were taken for the rescue of those who were imprisoned below ground through the fire in De Beer’s mine near Kimberley, 42 whites and 400 natives were brought up alive but in most pitiable condition.

DEFENCE OF FRENCH PORTS.

Paris, July 16.—In the Chamber of Deputies to-day a bill to grant a credit of sixty-seven millions of francs for the improvement of the defences of Brest, Cherbourg, and Toulon was read a first time.

MANSON AND AGUILARAS.

Cerro, July 16.—The French Government is contending that the capitulations still operate at Marseilles, and protest against the Italians exacting taxes from foreign residents of that place. The Italian Government refuses to admit the contention. Negotiations regarding the subject between France and Italy continue.

DINIZULY’S EXCUSES.

Dublin, July 1.—Messengers from Dinizulsky had an interview with Sir Arthur Guinness at Pietermaritzburg yesterday.

Dublin, July 13.—The messengers from Dinizulsky offered excuses for the attack on the British, but Sir Arthur Havelock declined to discuss the subject while he was in arms.

THE KOLAPOR CHALLENGE CUP.

London, July 18.—The competition for the Kolapor Challenge Cup has ended in the success of the English team.

THE DISASTER ON BOARD THE “CLAN MACINTOSH.”

Singapore, July 11th.—At the Marine Court of Enquiry which has been held in order to investigate the cause of the catastrophe on board the *Clan Macintosh*, the evidence of the defence of Mr. Sutherland, and Captain of the *Macintosh*, was adduced in establishing a scale of taxation which makes it often not worth while to take out Transit Passes. In the South, on the other hand, always less amenable to control, resistance has been more energetic and prolonged. We had occasion, in fact, to point out quite recently that the principle is still practically inoperative in the Kwangtung Viceroyalty; and recent reports from Pakhoi have indicated the means resorted to by the officials to discourage attempts to enforce it. If an applicant insist on having a pass, they simply exact from the goods, on arrival at their destination, a tax heavier than the aggregate of the transit due he tried to avoid.

IT WILL BE INTERESTING TO LEARN THE PRECISE ATTITUDE ADOPTED IN REGARD TO OPINION IN A REGION WHICH HAS PROVED SO Little UNDER CONTROL.

We are reduced to argue at present mainly from inference; but, from the comparative absence of complaint, we may reasonably infer that the simplicity of the declaration that the drug shall in future be absolutely free from all taxation of any kind, constitutes an offence which even *leis les officiels* do not venture to infringe. It is also questionable whether these petty officials do not sympathise with those who are endeavouring to get rid of the system which represent, that the difficulty lies even more with the *Gouverneur* and *Viseur*.

The *Imperatrice*, which arrived at Singapore on June 11, had a fine-weather passage to the Cape, but says the *Admiral* of Simon’s Bay fell in with a gale, which made her roll considerably, and her upper deck was constantly washed by the sea. The maximum roll was 27 degrees to leeward, and 23 degrees to windward. Generally she behaved well. Coaling as a rule is attended with an unusual amount of dirt and much discomfort, with exceptionally heavy work for the crew. The heat below is excessive when within the tropics, and the ventilation requires considerable alteration. The electric-lighting works satisfactorily, necessitating constant attention and frequent repair. Her hurried departure from England was injudicious, when a passage to China via the U.P.S. was intended; while sending her to Spitehead four days after her crew were placed on board was, in the weather occurring during March, both disadvantageous to the public service and an unnecessary proceeding.

The *Uchar*, chartered transport, left Toulon for Indo-China on the 25th inst.

The whole of the ironclads belonging to the North Division have assembled at Sheerness in readiness to take part in the manoeuvres—viz., the *Bendigo*, 12, first-class battleship; the *Wasp*, 10, first-class cruiser; the *Wasp*, 10, first-class cruiser; the *Rodney*, 10, first-class battleship; Captain A. W. Hope; and the *Northampton*, 12, first-class cruiser; Captain R. H. Hastings. The ships will be joined next week by a powerful fleet of second and third-class cruisers and a flotilla of torpedo boats. The ironclads have all taken in their War Department stores, and will be ready in a few days for the machinery trials. The *Rodney*, *Bendigo*, and *Wasp* are all new ships, and have never been out of harbour except for the contractor’s trials.

BOILING CALLED BEFORE THE ARMY ESTIMATES COMMITTEE.

Boiling, July 1.—Messrs. Balfour, of the War Office, before the Army Estimates Committee on the 22nd inst., Lord Wolseley reiterated his opinion that an immense amount of money was squandered in moving regiments from one part of the kingdom to another.

The Press Association is officially requested to note that the usual half-yearly promotions of commanders, lieutenants, and sub-lieutenants in the Navy will not be made until after the forthcoming Naval manoeuvres.

GENERAL SHIPPING NEWS.

Messrs. William Pickering and Sons, of Southwick, Sunderland, recently launched from their shipbuilding yard a steamer named the *Shin Steamer*, which has been built to the order of Messrs. G. and J. W. Wilson, of Glasgow, for the China Merchants Steam Navigation Company. Her dimensions are as follows:—Length, 228 feet; breadth, 32 feet; depth, 20 feet; built to the highest class of *Lloyd’s* under the armament deck rules. The vessel has been supplied with all the latest improvements, including steam winches by Messrs. Clarke, Chapman, and Parsons, of Gateshead; a steam steering gear by Messrs. Muir and Caldwell, of Glasgow; and two steam winches by Messrs. Welford Brothers,

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 2nd of August, 1888, at noon, the Company's S.S. *ANADYR*, Commandant DELACROIX, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marsilles for the principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, July 20, 1888. 1216

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *UITY OF RIO DE JANEIRO* will be despatched for San Francisco via Yokohama on WEDNESDAY, the 8th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama at other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havre, to Trindid, and Despatch to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return \$280.00

available for 6 months 350.00

To Liverpool 325.00

To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, July 26, 1888. 1239

Mails.

POSTPONEMENT.

NORDDEUTSCHER-LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Carry can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 4th day of August, 1888, at 2 p.m., the Company's
Steamship *PREUNSEN*, Capt. O. PÖHL,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
principal places of Europe.

Shipping Orders will be granted until noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

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G. DE CHAMPEAUX,

Agent.

Hongkong, July 20, 1888. 1216

Mails.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to most
the wants of many students of Chinese
caused by the discontinuance of "Notes and
Querries on China and Japan," has reached its
Fourteenth Volume. The Review discusses
these topics which are uppermost in the
minds of students of the Far East, and about
which every intelligent person connected
with China or Japan is desirous of
acquiring trustworthy information. It includes
many interesting Notes and original
Papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to "Editor, China Review," care of *China
Mail Office*.

The Notes and Querries are still continued
and form an important means of obtaining
from and diffusing among students know-
ledge on obscure points.

The Correspondent's column also affords
further and greater facilities for the inter-
change of views and discussions of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are confidential by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Chalmers,
Eitel, Breitfelder, and Hirth, Professor
Legge, and Messrs. Balfour, Waters, Stent,
Phillips, MacIntrye, Groot, Jamieson,
Fowler, Keppel, Parker, Playfair, Giles,
Pilott, and Taylor—all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$1.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to; Address, "Manager,
China Mail Office."

For further particulars, apply to
MELOCHERS & CO.,
Agents.

Hongkong, July 31, 1888. 1123

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *GAEPLIC* will be
despatched for San Francisco, via
Yokohama, on SATURDAY, the 18th
August, at 3 p.m.,
the connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$200.00

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destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Offices, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, July 26, 1888. 1239

INSURANCES.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1888. 1340

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation as follows:—

Marine Department.

Policies issued at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—:—

CHINA REVIEW—published once in
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Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE.

Overland China Mail, and China Review.

W. Wolf

2, Wyndham Street (behind the Club).

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloong shore *b*, and those in the body of the

Harbour *c*, midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kelleli's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

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